

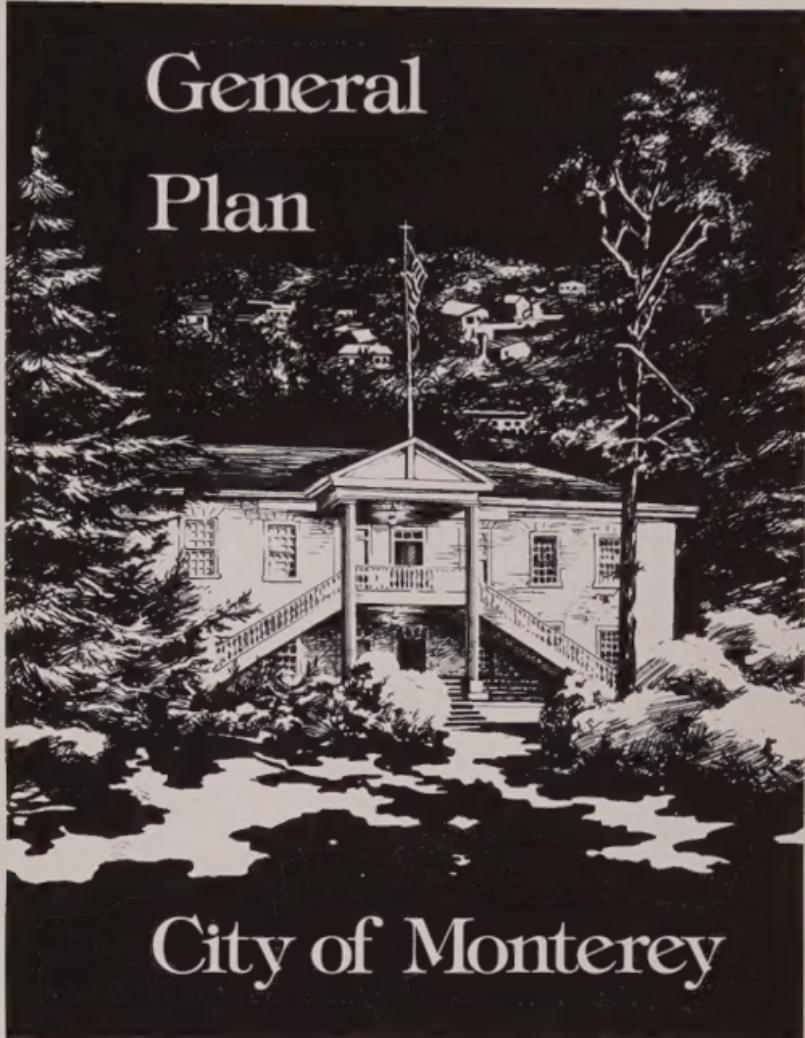
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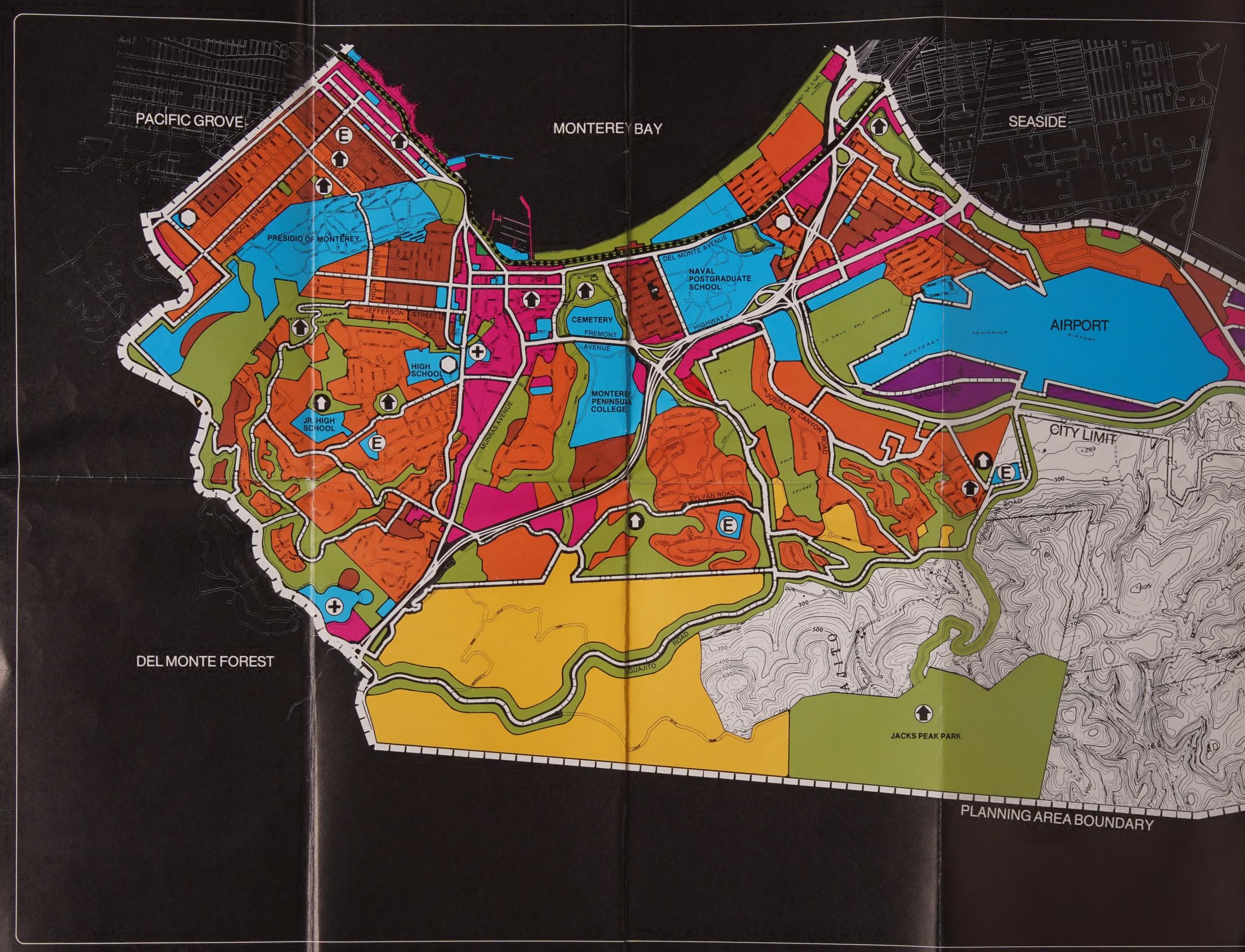
General  
Plan



City of Monterey

**SUMMARY**

✓ 11/12/86



# Land Use Plan



## LEGEND

- PARKS, RECREATION AND OPEN SPACE
- RESIDENTIAL — VERY LOW DENSITY (LESS THAN 2 DWELLINGS/ACRE)
- RESIDENTIAL — LOW DENSITY (2 TO 8 DWELLINGS/ACRE)
- RESIDENTIAL — MEDIUM DENSITY (8 TO 30 DWELLINGS/ACRE)
- PUBLIC/SEMI-PUBLIC
- INDUSTRIAL
- COMMERCIAL
- SPECIAL STUDY
- EXISTING PARKS
- FUTURE PARKS
- COLLECTOR
- ARTERIALS
- FREeways
- RECREATIONAL TRAIL
- ELEMENTARY SCHOOLS
- HOSPITALS

## A.

### URBAN DESIGN OVERVIEW

#### BROAD GOALS AND POLICIES

These goals and policies focus on safeguarding the important natural and historic features which make Monterey a special place.

#### Highway 1

arriving and leaving town, should be protected and enhanced. The missing links should be filled in and the scenic edges should be extended to natural boundaries wherever possible, and unnecessary man-made visual barriers should be removed. Elements which detract from the natural setting should be eliminated or screened. In natural settings, road reflectors should be avoided when not in conflict with safety standards.

#### Highway 1

Policy 54 Maintain existing vistas of city, bay and dunes.

Policy 55 Discourage commercial signing which is oriented to freeways.

Policy 56 Screen industrial elements.

Policy 57 Maintain or reinforce native landscaping with low-level planting in the median.

#### Highway 68

Policy 58 Reverse the visual degradation of scenic forests.

Policy 59 Avoid further illumination along Del Monte Road.

Policy 60 Screen buildings close to the highway with native vegetation using Monterey pine and cypress.

Policy 61 Maintain the scenic corridor.

#### Munras Avenue

Policy 62 Introduce native trees on the motel side of the street to be more compatible with Don Dahve Park.

Policy 63 Enhance the excellent scenic value in the central portion by the Naval Postgraduate School, and make its presence more evident to the public.

Policy 64 Enhance both ends by filling in missing landscaping and eliminating clutter of signs, wires, poles, etc.

#### Agugito Road — Jacks Peak Road

#### Monhall Road

Policy 65 Maintain a low-speed scenic road, and retain the informal and natural quality.

#### Pacific Street

Policy 66 Plant out the Heritage Harbor parking structure, using Monterey pines and cypress.

#### Railroad — Right of Way

Policy 67 Enhance the scenic value in the central portion by the Naval Postgraduate School, and make its presence more evident to the public.

Policy 68 Eliminate clutter of signs, wires, poles, etc.

#### TOWN IMAGE

Monterey's image is that of a small-scale residential community beside the bay, framed by a forested hill backdrop and drawing its charm from a rich historical background, varied commercial enterprises, and natural scenic beauty.

#### C. Scenic Auto Leaching

All major roads leading to Monterey are scenic corridors. The setting of each varies, and their sum imparts a strong and lasting impression of natural beauty. These scenic gateways, which everyone experiences both on

removing invasive plant material, such as tamarisk and pampas grass. The City shall develop a program to eliminate tamarisk and pampas grass, a noxious weed, from its environs. Such a program should be developed by the Parks and Recreation Commission with necessary resolutions and ordinances recommended to the Council.

Policy 49 Maintain natural drainage and waterways.

#### Shoreline Park

Policy 50 Encourage car-free paths along the water's edge in the vicinity of Lightner Avenue to achieve a more natural-looking meeting of land and water.

Policy 51 Redesign water's edge to be more natural and marine-like.

Policy 52 Complete marine repair facility.

Policy 53 Screen parking where appropriate and where views would not be impaired.

#### Outer Harbor

Policy 54 Keep mooring concept intact in line with city regulations because of its special scenic value.

Policy 55 Do not fill harbor with boat slips. A limited number of boat slips would be appropriate as a part of the proposed marine repair facility at the Coast Guard Landfill and where they could help improve the visual qualities of the adjacent man-made shoreline.

Policy 56 Encourage people uses.

Policy 57 Discourage proliferation of surface parking and other hard surface, man-made improvements.

Policy 58 Upgrade maintenance program, including dredging and irrigation.

Policy 59 Protect as open space amenities.

#### Quarry

Policy 60 Maintain the quarry (adjacent to Veterans Memorial Park) as park and open space.

#### i. Vistas

Vistas which focus on our best amenities should be added wherever possible, and improved where existing.

#### Agugito Road and Camino El Estero

Policy 61 Open up the vista north to the bay across Del Monte Avenue by removing buildings and parking areas.

#### Wharf and Cannery Row

Policy 62 Maintain vistas in accordance with the local Control Plan (LCP) and the Wharf Master Plan.

#### Del Monte Lake at Navy School

Policy 63 Open up the vista of Del Monte Lake from Del Monte Avenue.

#### f. Wildlife Habitat

The balance of Nature's life cycles is certainly in our best interest. The linkage and continuity of our open space network, the preservation of our natural wetlands, and use of native plant species will all help enhance and preserve wildlife habitats.

Policy 39 Avoid isolated islands of open space by encouraging natural open spaces that interconnect and form corridors.

Policy 40 Maintain native plant species in open spaces and

#### Freeway

Policy 45 Respect the view of the bay, the dunes, Laguna Grande, and Robert's Lake.

#### Del Monte Avenue

Policy 55 Screen the commercial area along Del Monte Avenue between Holiday Inn and the Naval Postgraduate School.

#### j. Traffic

Traffic circulation downtown is a significant problem.

Policy 56 Simplify and improve street signs, landscaping, benches, etc.

Policy 57 Avoid traffic signal lights adjacent to historic adobes.

Policy 58 Separate pedestrian and motor traffic where possible, and establish different design standards for such traffic.

Policy 59 Encourage bikeways and pedestrian walkways.

Policy 60 Support construction of a central transit terminal.

Policy 61 Develop out-of-sight tour bus parking.

#### k. Parking

Policy 62 Use buildings, walls and landscaping to enclose and hide parking structures and large surface lots.

Policy 63 Avoid monolithic parking structures.

Policy 64 Do not allow parking in lots that front buildings unless they are screened.

#### l. Landscaping

Be consistent and compatible within each area. For example, the modern side of Cannery Row should have trees such as cypress, Del Monte Park, and together the entire street into a framework of consistent landscaping.

Policy 65 Use landscaping for framing vistas.

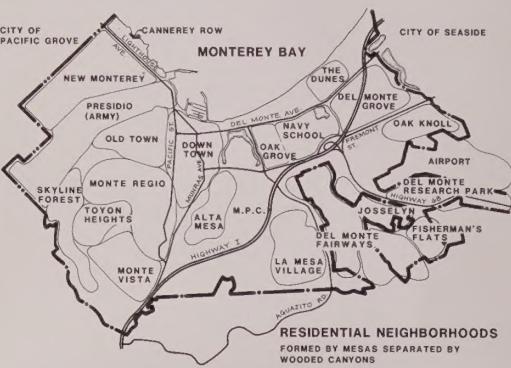
Policy 66 Protect native species.

Policy 67 Discourage noxious, invasive plants such as geranium, pampas grass, ice plant, and Kukui grass.

Policy 68 Use landscaping to screen parking lots, structures and Del Monte Center from freeway.

Policy 69 Protect existing cypress trees in urban and historic contexts.

Policy 70 Use trees to soften existing parking structures.



### NATURAL NEIGHBORHOODS

## B. ENVIRONMENTAL RESOURCE MANAGEMENT

#### RESOURCE CONSERVATION

##### a. Water Supply

Policy 1 Coordinate with other agencies and districts to develop feasible water management programs to protect existing and future supplies.

Policy 2 Encourage pedestrians in the historic area, Cannery Row, Fisherman's Wharf and marina areas, beaches and parks attempt to accommodate autos and tour buses in these areas by parking centralized parking areas and their facilities there instead; orient graphics primarily to pedestrians in these areas.

Policy 3 Promote water conservation measures to protect existing water supplies.

Policy 4 Encourage continued development of the city's water supply system to meet established fire standards (includes reservoirs, mains, hydrants).

##### b. Water Quality

Policy 4 Encourage measures that promote good water quality by reducing or eliminating sources of pollution to coastal waters and lakes, and to surface and subsurface waters.

Water quality degradation becomes more likely with a growing population. Water quality changes are affected by urban stormwater runoff and wastewater discharge into Monterey Bay. The city's sewage outfall empties into a zone designated as "impaired" by federal standards. The city complies with water quality requirements for discharge, but the area adjacent to the outfall has poorer water quality than is average for this area.

##### c. Marine Resources

Policy 5 Encourage measures to protect marine flora and fauna when considering development proposals that could affect these resources.

Marine resources are affected by shoreline construction which may impact tidepools and other marine plants by casting shadows into habitat areas. Shadows reduce light and may cause physiological and behavioral changes in certain species.

Policy 6 Encourage sound management of coastal sand resources.

##### d. Air Quality

Policy 7 Reduce air pollution generated by motor vehicles by encouraging the use of public transit, car pooling, bicycles and walking as alternatives.

Policy 8 Consider air quality impacts for future residential, commercial and industrial development through the city's development review process.

Policy 9 Promote cooperation with local and State agencies to develop programs to reduce sources of air pollution.

##### e. Flora and Fauna

Policy 10 Protect important native flora and fauna that are significant due to their status as rare and endangered, or their valuable cultural, historic, or scenic qualities.

Policy 11 Maintain or reinforce native landscaping with low-level planting in the median.

Policy 12 Remove or relocate existing trees and shrubs which are a threat to safety or health.

Policy 13 Encourage the use of native plant species in open spaces and

It is the intent of the city to minimize conflicts between urban development and significant native species. Urban development affects native flora and fauna in a variety of ways. It can interrupt the natural process of plant community maturation and affect entire species or eliminate individuals within a community; introduction of non-native plants can displace native plants; and urban structures can disrupt migratory patterns of animals.

##### f. Open Space

Policy 14 Protect open space lands and important natural areas within the city.

The intent of this policy is to meet the recreational, social, safety and environmental needs of the community by protecting and maintaining open lands. Lands to be considered include scenic areas, significant land-forms, ridgelines, wildlife habitats, watersheds, flood plains and recreational areas.

##### g. Archaeological Resources

Policy 15 Preserve and protect Monterey's archaeological resources.

As the city continues to develop, the possibility for the destruction of archaeological resources increases. They are valuable in providing information about other cultures, and once disturbed or destroyed, can never be replaced.

Policy 16 Encourage local education in Monterey's prehistory.

#### ENVIRONMENTAL HAZARDS

##### a. Seismic Hazards

Within the city's plan area exist portions of the potentially active Navy, Beringer Canyon, and Chupine faults. Some scientists have developed a reliable system for earthquake forecasting; we must assume that some earthquake activity can be expected in the future from these active or potentially active faults.

Policy 17 Potentially active faults should be treated the same as active faults until detailed geo-technical data is submitted demonstrating to the city's satisfaction that a fault is not active.

Policy 18 Open space easements must be considered in subdivision approvals to prohibit construction within high hazard areas.

##### b. Geological Hazards

Landslides are the major geologic hazard in the planning area. The type of hazard occurs mostly in steep hillside areas.

Policy 19 New development is prohibited on slopes over 25% grade and except for existing lots of record. Development is prohibited within active landslide areas unless proven safe or desirable to the city's satisfaction.

Policy 20 Consider air quality impacts for future residential, commercial and industrial development through the city's development review process.

Policy 21 Promote cooperation with local and State agencies to develop programs to reduce sources of air pollution.

##### c. Storm Hazards

Storms in the planning area have brought flooding, landslides, gale winds, high seas, falling trees, and power blackouts. These occurrences are not annual; however, and are usually only nuisance in nature.

Policy 22 Projects along the bay shoreline should consider

the potential hazards from storm waves, high tidal conditions and flooding.

Policy 23 Storm drainage systems should be capable of accommodating projected uses before those uses are imposed on them.

##### d. Fire Hazards

Fire, regardless of size of location, presents a threat to life and property until it is confined or extinguished.

Confinement of the fire problem is most effectively achieved by using built-in fire protection (i.e. automatic sprinklers, limitation of structural areas, use of fire-resistant materials, and fire retardant paint).

In addition, fire retardant vegetation, firebreaks, and fire retardant materials should be used to contain the fire.

Policy 24 Minimize the loss of life and property by achieving the greatest practical level of built-in fire protection by fire retardant vegetation, firebreaks, and fire retardant materials.

Policy 25 Achieve effective emergency access to all developments, installations and fire protection equipment for emergency apparatus and for evacuation.

Policy 26 Encourage all installation or processes considered hazardous in the safest possible areas or locations on individual parcels.

Policy 27 Fire retardant roofing, brush clearance, planting of non-flammable vegetation and provision of access to steep lots with buildings should be required in hazardous fire areas.

##### e. Aircraft Hazards

The risk of aircraft crashes is an important consideration in planning around the Monterey Peninsula Airport. The areas of greatest concern are the areas under the approach to the runway.

Policy 28 The City of Monterey supports improvements to the Monterey Peninsula Airport and adjacent areas which contribute to improved aircraft safety.

##### f. Criminal Hazards

Policy 29 Project designers are encouraged to provide adequate visual exposure to areas often susceptible to criminal activity.

Policy 30 Limit the number of fixed-base general aviation aircraft at the airport to the hours between 7 a.m. and 1 p.m.

Policy 31 Support limiting the number of fixed-base general aviation aircraft at the airport to the existing number.

Policy 32 Support limitations on military aircraft operations at the airport similar to those for civilian aircraft.

Policy 33 Support improvements and operational changes at the airport to reduce aircraft noise.

Policy 34 Work with the airport district, airport land use commission and surrounding cities in implementing the recommendations of the ANCLUC study, planning for appropriate land uses around the airport, and in developing solutions to existing noise problems.

### SOLID WASTE

The basis of an effective recycling program is a combination of education and promotion; geared to increase individual effort in recycling programs. Active promotion by the city council, use of media, and other forms of promotion can increase and locate existing recycling centers. At the same time, recycling activities in the Monterey Peninsula area include approximately five new and two planned "drop-off" centers and the Marina Dump Site.

Policy 35 Implement an effective recycling program in the city.

Policy 36 Create incentives for residents and businesses of Monterey to source separate and recycle.

Policy 37 Plan for source separation and recycling of solid waste in new development proposals.

### ENERGY

The intent of this plan is to encourage an effective and efficient use of energy in all its critical forms by public and private users alike. The plan is intended to generate programs in energy conservation, with emphasis placed on public participation and education in the development of community energy systems. The potential for energy conservation and fuel conservation in the two areas where local programs could have the greatest effect.

Policy 38 Regulate the use of land to minimize energy consumption and maximize the efficiency of energy consumed.

Policy 39 Highway construction grading should not take place outside the roadway right-of-way.

Policy 40 Construction should be given to using bridges for crossings instead of overpasses.

Highways should be designed to blend with the natural topography and prevent large cut-and-fill operations.

Policy 41 Roadway lighting and signing should be minimized, of low-profile design, and designed to enhance the scenic character of the corridor.

Policy 42 Promote water conservation measures to blend into the natural terrain as much as possible.

Policy 43 Encourage fuel efficiency in highway vehicles.

Policy 44 Where feasible, direct driveway access to scenic highways should not be permitted from individual properties.

Policy 45 Development should be oriented to the natural terrain by encouraging innovation and variety in site design, grading techniques, building types and spacing of buildings.

A major consideration in the design and review of development proposals within scenic corridors is their impact on views from the scenic roadways. These developments should be designed to harmonize with the natural surroundings and not detrimentally impact significant natural features such as the wooded ridgeline, hillsides, etc.

Policy 46 Grading and removal of vegetation should not take place in areas over 25% slope, major drainageways, highly erodible soils, or areas of high vulnerability.

Policy 47 Frontage roads should not parallel scenic freeway lanes.

Frontage roads detract from the scenic qualities of an area and should be located within an adjacent development or screened by natural features where possible.

Policy 48 Landscaped greenbelts should be established along the borders of scenic highways.

Landscape buffers should be provided at least 100 feet in width from the ultimate planned right-of-way of the scenic highway.

### SCENIC HIGHWAYS

#### a. Design of Roadways with Scenic Corridors

Policy 1 Signage should be limited to scenic corridors which should be preserved and enhanced to the maximum extent possible in the design and construction of scenic highways.

These natural features include: ridgelines, hillsides, rockcroppings, stream and creek beds, scenic vistas, wildlife habitats, oak groves, and other significant natural vegeta-

tions.

Policy 2 Support litter control programs.

Policy 3 Cooperate with local and regional districts to develop long-range solid waste management proposals.

### NOISE

Some of the specific objectives of the policies and programs in this plan are to insure that residential areas are the quietest areas of the community and are quietest at night in the daytime; noise levels in residential areas should not exceed 40 decibels.

Policy 4 Support litter control programs.

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Policy 11 Encourage fuel efficiency in highway vehicles.

Policy 12 Promote water conservation measures to blend into the natural terrain as much as possible.

A major consideration in the design and review of

**Policy 1** The city should coordinate historic preservation efforts in and around Monterey State Historic Park with the California Department of Parks and Recreation.

**Policy 2** The City of Monterey will take all reasonable steps within its power to ensure the preservation of pre-1870 structures, whether or not they are included in the State Historic Park.

**Policy 3** The city should investigate and support preservation of structures erected during the Victorian era of the late 19th Century, including use of city funds where available.

**Policy 4** The City of Monterey should anticipate future values that may be placed on early 20th century structures, and encourage their preservation.

**Policy 5** The City of Monterey should protect historic districts of the 19th and early 20th centuries.



LARKIN HOUSE



THE FINCH HOUSE



FIRST THEATER IN CALIFORNIA



PERRY HOUSE



HOUSE OF THE FOUR WINDS

## D.

### HOUSING



#### MODERATE-INCOME HOUSING

**a. Home Ownership Opportunities Plan**  
This plan is intended to generate new home ownership opportunities as well as preserving existing ownership units.

A balance between the responsibilities of government, home producers, property wholesalers and the ultimate consumers is fundamental.

**Policy 1** Stimulate the production of new home ownership opportunities in Monterey and its future annexation area, for moderate-income and low-income groups and all age, family type and ethnic groups.

In Monterey there are about 12,100 housing units, of which about 37% are owner-occupied. Production of ownership housing in the 1970's and early 1980's rarely exceeded 75 per year. In the late 1970's no new condominiums were started. Future annexation holds the greatest potential for expanding the number of homeowners.

**Policy 2** Encourage the preservation of existing home ownership opportunities within the present city limits.

The city's housing rehabilitation program benefits lower-income homeowners, who otherwise could not afford to repair their homes. One home being rehabilitated can influence many others.

**Policy 3** Local government will phase its capital improvement program in order to strengthen and expand opportunities for home ownership in the City of Monterey.

The city can steer growth toward or away from certain areas, by its capital improvement policies. Homeownership opportunities increase where adequate facilities such as roads, water and sewer lines are provided at a reasonable expense to beneficiaries.

#### b. Rental Housing Plan

This plan is intended to generate new rental housing units as well as to preserve existing rental units. Builders, investors, landlords, tenants and government must all cooperate in the plan to be successful.

**Policy 4** Encourage the steady ongoing supply of rental housing in Monterey for persons of all income ranges, ages, family types and ethnic groups—especially for low-to-moderate-income working families.



SINGLE-FAMILY NEIGHBORHOOD

**Policy 5** Encourage the expansion of rental facilities that provide more efficient and cost-effective services to local residents.

**Policy 6** Promote housing opportunities which correspond to the unique needs of students, the military, female-headed households, large families, the elderly and the handicapped.

Several social groups in Monterey have unique housing needs. Presently, these are in a state of transition. Students and the military are sharing and producing more studio apartments helping these people. However, larger families with children also have needs which the city should monitor and attempt to solve.

## d. Housing Development Standards Plan

This plan is intended to conserve the natural and man-made environment of Monterey as it applies to housing construction. The housing development standards will be neither too strict nor too lax, but rather will aim for a feasible balance between goals and available resources. Housing standards include the following density categories:

Very Low Density	less than 2 units/acre
Low Density	2 to 6 units/acre
Medium Density	8 to 30 units/acre

Any residential density in excess of 30 units per acre should be on a special basis and only if it is justified by the General Plan and the City of Monterey and unique public purpose.

**Policy 3** Require that new housing developments, such as in rezoned or annexed areas, generate enough revenues to pay for the public services they demand.

**Policy 4** Reserve adequate space in new development for schools, parks, playgrounds, bikeways, public community centers, and other facilities.

**Policy 5** Implement a growth management system to control the rate of development if all projects being proposed 1) cannot adequately be served with public facilities; or b) could cause a rate of growth higher than the community feels is acceptable.

**b. Parks and Recreation**

Six local and state agencies provide park and recreation services in the city planning area. The City Parks and Recreation Department, the Monterey Peninsula Regional Park District, Monterey County Parks Department, State Department of Parks and Recreation, local schools, the State Department of Fairs and Expositions.

**Policy 11** New housing development should conserve the pace of life and the character of existing neighborhoods, and should not be so rapidly built as to be disruptive.

New housing should add to, not detract from, existing neighborhoods. This blending process can be accomplished carefully and slowly by the Architectural Review Committee, Planning Commission and City Council acting in concert.

### Estimated Potential Housing Increase 1980-20 By Area

Type of Housing	Existing City Limits	Potential Annexations
Single-Family	540	2000
Multi-Family	1,740	4000
Total	2,280	6000

\*This number implies that all houses in multi-family zones would ultimately be replaced.

## E. PUBLIC FACILITIES

### a. Growth Management

New development within the existing city limits and

(612.6 acres). Fire protection by contract is provided to the Presidio of Monterey (inside city limits, 392 acres) and to the City of Del Rey Oaks (outside city limits, 310 acres).

**Policy 14** Continue the level of fire protection service, continuing to expand and improve new concepts back into the decision-making process to achieve higher levels of fire protection more cost-effectively.

**Policy 15** Continue to work with fire protection agencies that provide fire service to unincorporated areas through mutual aid. Encourage these agencies to provide fire protection service to incorporated areas. Consider mutual aid with the California Department of Forestry to obtain adequate for larger, open-range-type fires involving brush, trees and grass that require specialized tactics and equipment.

**Policy 17** Work with Monterey Peninsula Unified School District to plan for future schools and the reuse of school sites that are no longer needed.

### k. Civic Center

**Policy 22** Continue to support improvements to the Civic Center facilities in keeping with the city's needs and financial resources.

### j. Harbor

The main public facilities in the Monterey Harbor are Wharf No. 1 and 2, the Cannery, the Cannery Pier, and boat launch areas. Wharf No. 1 caters to both visitors and residents with restaurants, shops, fish markets, a theater, and charter boats. Wharf No. 2 is oriented primarily to the fishing industry and fleet. The harbor includes 425 berths for both pleasure boats and commercial fishing boats.

There are approximately 175 commercial fishing boats in the harbor. In addition to the marina, there are also an average of 150 boats on free moorings in the area between Wharf No. 1 and 2. The U.S. Coast Guard and the U.S. Lifeguard Pier is a city boat launch ramp and parking area.

**Policy 23** Promote the improvement of facilities in the harbor area which will provide services needed by both Monterey's fishing industry and pleasure craft owners.

### G. Sewage Treatment

The provision of sanitary sewer service is organized at two levels in the Monterey area. Local cities and sanitation districts provide the initial collection and transmission of sewer lines, whereas the Monterey Regional Water Pollution Control Agency (MRWPCA) is responsible for the treatment and disposal of treatment facilities. The MRWPCA owns and operates the Seaside treatment plant and the Monterey treatment plant.

**Policy 24** Work with the Monterey Regional Water Pollution Control Agency in analyzing the costs and benefits of a regional treatment plant versus improvement of the existing treatment plants. Tertiary treatment and beyond reuse should be the ultimate goal.

### MILITARY HOUSING-PRESIDIO OF MONTEREY

### f. The Military

The City of Monterey is presently the business and employment center of the Peninsula. The city has approximately 25% of the Peninsula's population, but 40% of the jobs and taxable sales, and 60% of the hotel-motel rooms. Almost as many people are employed in Monterey as there are residents.

There has been at least some racial and ethnic integration in Monterey. The negative, competitive trend is increasing. The city should discourage excessive concentration of any social groups in any neighborhood.

**Policy 8** Promote housing opportunities which correspond to the unique needs of students, the military, female-headed households, large families, the elderly and the handicapped.

Several social groups in Monterey have unique housing needs. Presently, these are in a state of transition. Students and the military are sharing and producing more studio apartments helping these people. However, larger families with children also have needs which the city should monitor and attempt to solve.

### g. Cultural

**Policy 20** Maintain and support the present high level of cultural facilities and activities in the city.

### h. Health Care

There are three hospitals on the Monterey Peninsula: Eskaton and Community Hospital within the City of Monterey, and Siltas B. Hayes at Fort Ord. Eskaton and Community hospitals are both owned by the same corporation.

**Policy 21** Continue to support the expansion of health care facilities that provide more efficient and cost-effective services to local residents.

### b. Growth Management

Over the past 20 years, the City of Monterey has

in areas that may be annexed will have to be monitored closely to insure that it doesn't overload limited public facilities. This new development should pay its own way with regard to public services, and should not increase the tax burden on the city. The city should not be forced to provide programs should be considered that prompt more conservation of resources such as water. Consideration should also be given to expanding the capacities of services such as sewers and streets.

**Policy 1** Phase future development in accordance with city's ability to serve it.

**Policy 2** Encourage infill development on vacant land within the city where it can efficiently be provided with public facilities and utilities.

**Policy 3** Require that new housing developments, such as in rezoned or annexed areas, generate enough revenues to pay for the public services they demand.

**Policy 4** Reserve adequate space in new development for schools, parks, playgrounds, bikeways, public community centers, and other facilities.

**Policy 5** Implement a growth management system to control the rate of development if all projects being proposed 1) cannot adequately be served with public facilities; or b) could cause a rate of growth higher than the community feels is acceptable.

**Policy 10** New development should be controlled to prevent adverse effects on existing residents regarding public facilities and services.

Existing public facilities and services are finite resources, which often can only be expanded at significant public cost. New development should be located, phased and designed so as to accommodate existing facilities, public works and services.

**Policy 11** New housing development should conserve the pace of life and the character of existing neighborhoods, and should not be so rapidly built as to be disruptive.

New housing should add to, not detract from, existing neighborhoods. This blending process can be accomplished carefully and slowly by the Architectural Review Committee, Planning Commission and City Council acting in concert.

**Policy 12** Maintain a high level of police protection in keeping with the city's needs and financial resources.

**Policy 13** Continue to cooperate and coordinate with county and state agencies in providing police services within the community.

**Policy 14** Encourage light industrial development to broaden and balance the city's economy.

**Policy 15** Provide for warehousing activities consistent with local production activities and needs of the area's residents.

**Policy 16** Reserve major areas on Ryan Ranch exclusively for light industrial, warehousing, and research and development businesses within the city.

**Policy 17** Work with the State Department of Fairs and Expositions and the Naval Postgraduate School facilities and housing areas

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in areas that may be annexed will have to be monitored closely to insure that it doesn't overload limited public facilities. This new development should pay its own way with regard to public services, and should not increase the tax burden on the city. The city should not be forced to provide programs should be considered that prompt more conservation of resources such as water. Consideration should also be given to expanding the capacities of services such as sewers and streets.

**Policy 1** Phase future development in accordance with city's ability to serve it.

**Policy 2** Encourage infill development on vacant land within the city where it can efficiently be provided with public facilities and utilities.

**Policy 3** Require that new housing developments, such as in rezoned or annexed areas, generate enough revenues to pay for the public services they demand.

**Policy 4** Reserve adequate space in new development for schools, parks, playgrounds, bikeways, public community centers, and other facilities.

**Policy 5** Implement a growth management system to control the rate of development if all projects being proposed 1) cannot adequately be served with public facilities; or b) could cause a rate of growth higher than the community feels is acceptable.

**Policy 10** New development should be controlled to prevent adverse effects on existing residents regarding public facilities and services.

Existing public facilities and services are finite resources, which often can only be expanded at significant public cost. New development should be located, phased and designed so as to accommodate existing facilities, public works and services.

**Policy 11** New housing development should conserve the pace of life and the character of existing neighborhoods, and should not be so rapidly built as to be disruptive.

New housing should add to, not detract from, existing neighborhoods. This blending process can be accomplished carefully and slowly by the Architectural Review Committee, Planning Commission and City Council acting in concert.

**Policy 12** Maintain a high level of police protection in keeping with the city's needs and financial resources.

**Policy 13** Continue to cooperate and coordinate with county and state agencies in providing police services within the community.

**Policy 14** Encourage light industrial development to broaden and balance the city's economy.

**Policy 15** Provide for warehousing activities consistent with local production activities and needs of the area's residents.

**Policy 16** Reserve major areas on Ryan Ranch exclusively for light industrial, warehousing, and research and development businesses within the city.

**Policy 17** Work with the State Department of Fairs and Expositions and the Naval Postgraduate School facilities and housing areas

## H.

### TRANSPORTATION

The daily transportation of people and goods plays a vital part in sustaining the city's role as the business and commercial center of the Peninsula.

The City of Monterey also serves as a major visitor destination center on the Peninsula.

Approximately 90% of these visitors arrived by private automobile, creating stress for critical points of the local street system.

**Policy 1** Provide an efficient, well-maintained, and environmentally sound street and highway system.

**Policy 2** Alignments and capacities of arterials and collector streets shall be consistent and compatible with the land uses and densities in this General Plan.

**Policy 3** The major entrances into the city should be developed to support the city's role as a major transportation corridor.

**Policy 4** Provide a cost-efficient, reliable, dependable, and economical street and highway system.

**Policy 5** Promote the use of fixed-route Monterey-Salinas Transit buses where possible for the

This document is a brief summary of the proposed City of Monterey General Plan. It incorporates all of the policies, some of the facts and figures, and the Land Use Plan from the complete General Plan. If you would like to review the more detailed background information and the maps and programs from the General Plan indicating how these City policies will specifically be put into action, please contact the City Community Development Department.

## CITY PLANNING ISSUES

This section is a summary of the major city planning issues addressed in the General Plan. More specific issues related to overall city concerns are discussed in the various elements of this plan.

### a. Growth

City population projections show growth taking place gradually within the existing city limits over the next 20 years. The growth rate from 1970 to 1980 of around one-half of one percent per year is expected to continue.

In contrast to the relatively slow growth of our resident population over the past 10 years, our visitor population has been growing dramatically. For example, the number of visitor days on the Monterey Peninsula grew from over 6 million in 1970 to over 10 million by 1980, and is projected to reach 17 million by 1990.

Another area of future population growth is the area east of the present city limits along the Monterey/Salinas Highway. The city's General Plan element for that area (Monterey II) was repealed in a voter initiative election in February 1982. That plan had recommended the development of over 6,000 homes for 14,000 people and 1½ million square feet of commercial development during the next 20 to 25 years. This area is now labeled Study Area in the General Plan. A new area plan is being prepared, and will be incorporated into the General Plan when completed and approved by the voters.

### b. Employment

The City of Monterey is not an isolated, self-sufficient community. It is, however, a major employment center for the Peninsula. The city has approximately 25% of the Peninsula's population, 40% of both the Peninsula's jobs and taxable sales, and 60% of the hotel/motel rooms.

In 1981, 23,800 people were employed within the city. Only about half of these are City of Monterey residents. Indeed, almost as many people are employed in Monterey as there are residents. Employment within the city limits is expected to grow by another 15,000 by the year 2000, due largely to projected growth in the visitor industry and industrial development of the Ryan Ranch.

### c. Resource Limits

Considering residents, visitors, and employees, the daytime population of the city is estimated to be between 46,000 to 50,000. The resident population is approximately 28,000. The level of present and future public facilities, then, must be based on not only the number of residents in the city, but also on the visitors and employees who place demands on limited street, water, sewer, and recreation facilities. (Some of our streets operate at or over their theoretical capacity, our water supply is limited and was rationed during the 1977-1978 drought, and individual plants in our regional sewer system are either approaching or at capacity.)

### d. Transportation Costs

Our streets are becoming more congested at a time with the state gasoline tax increase from 7 to 9 cents a gallon, state and local agencies will not be able to keep up with inflationary increases in construction and maintenance costs, inflation means, for example, that gas tax dollars received today for street improvements buy less than one-third of what they did 8 years ago.

Inflation has also increased the cost of road construction. New roadway construction is highly energy intensive with its heavy equipment and petroleum-based products.

Public transit is often suggested as the way to reduce transportation costs. Local transit buses, however, carry only a small percentage of the public. Any significant change in this percentage would require a major shift in travel preferences and transportation funding. Even though the state has been making an effort to place more emphasis on the development and use of public transit, less than 10% of its budget is allocated to transit. Public transit is also facing drastically reduced federal subsidies. And costs of other transit services (such as the subsidized program for the frail elderly and handicapped) are increasing drastically. This means more competition for funds within the local transit agency.

### e. Housing

Since the mid-1970s the most crucial local housing issues have been a shortage of supply and rapidly increasing prices.

Major causes include the shortage of developable land and high construction costs. Investors in housing developments have also decreased, especially since the tight mortgage money era began. Government regulations, limited expansion capabilities for public utilities, and the shortage of capital have also contributed. Thus continuing high demand and a limited supply of housing mean prices and rents keep escalating.

Housing condition is also an issue. Existing housing is frequently over 30 years old. Deferred maintenance and normal wear and tear have generated a growing need for housing rehabilitation. Over 300 homes in Monterey presently need major repairs in order to meet community housing standards. Many more have unseen problems of deterioration.

Monterey's housing situation does not exist in a vacuum. Monterey provides only 25% of the Peninsula's housing supply and only 13% of the county's supply. Neighboring communities contribute 44% of the housing for persons employed in Monterey. Our city also provides housing for persons who work elsewhere. So, this cross-commuting means a regional housing market.

As employment in the military, tourist, retail and government sectors grows in Monterey, more low, moderate and middle-income housing will be needed.

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